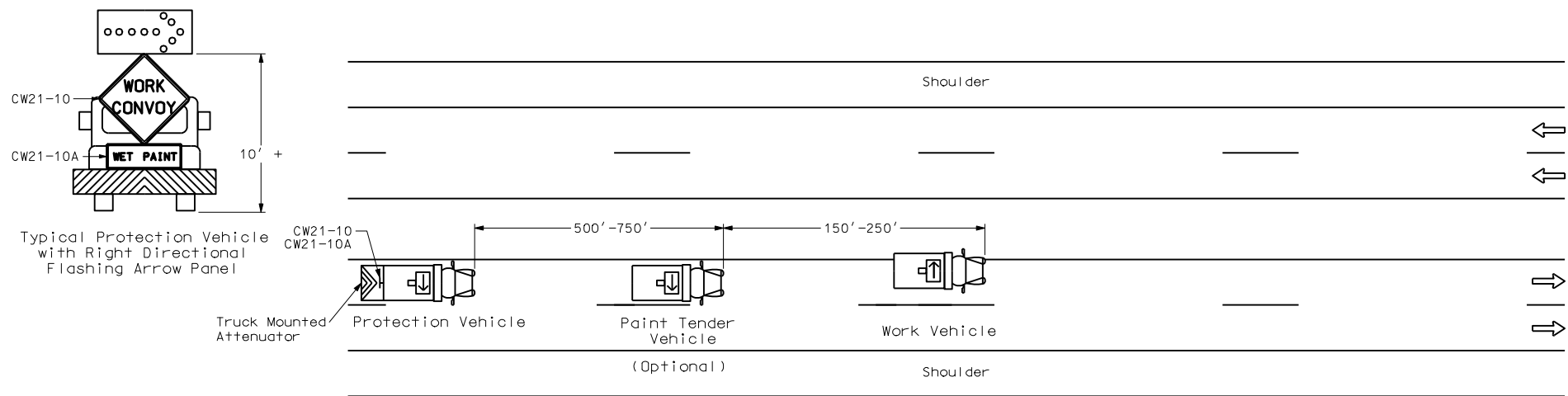
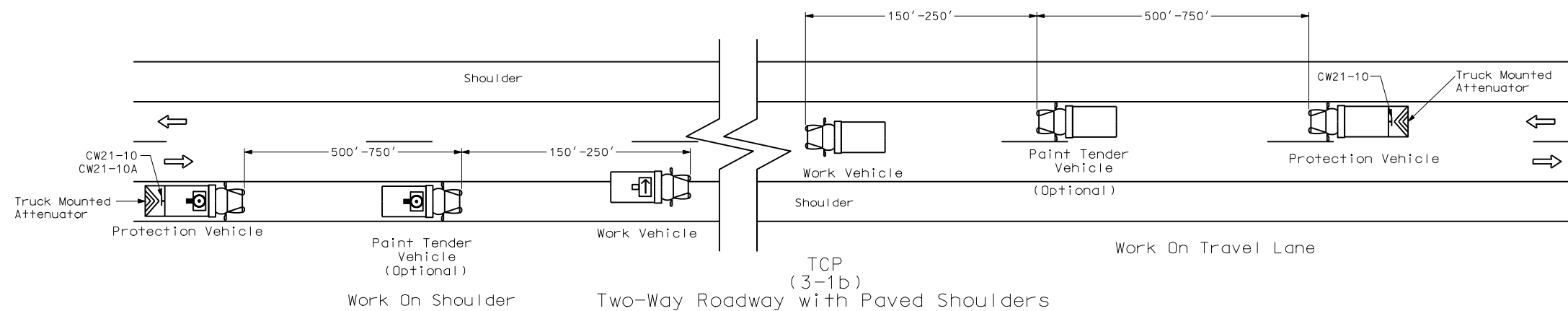


TRAFFIC CONTROL PLAN FOR MOVING OPERATIONS ON CONVENTIONAL HIGHWAYS
(Pavement Marking)

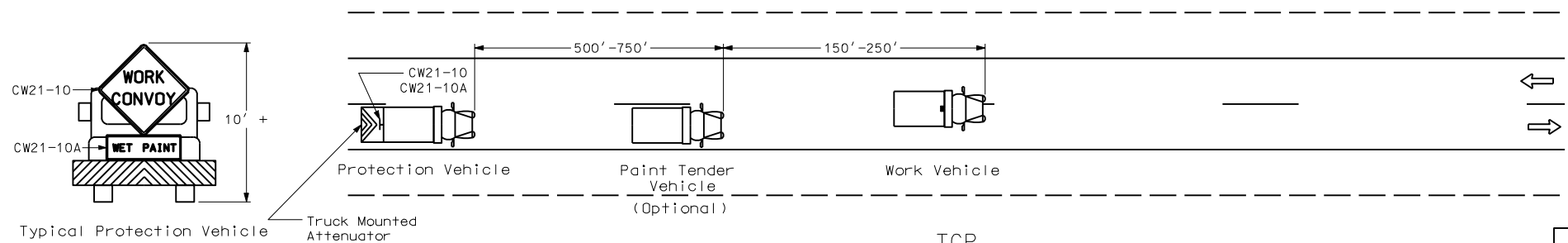
D-704-27



TCP
(3-1a)
Undivided Multi Lane Roadway



TCP
(3-1b)
Two-Way Roadway with Paved Shoulders



TCP
(3-1c)
Two-Way Roadway without Paved Shoulders

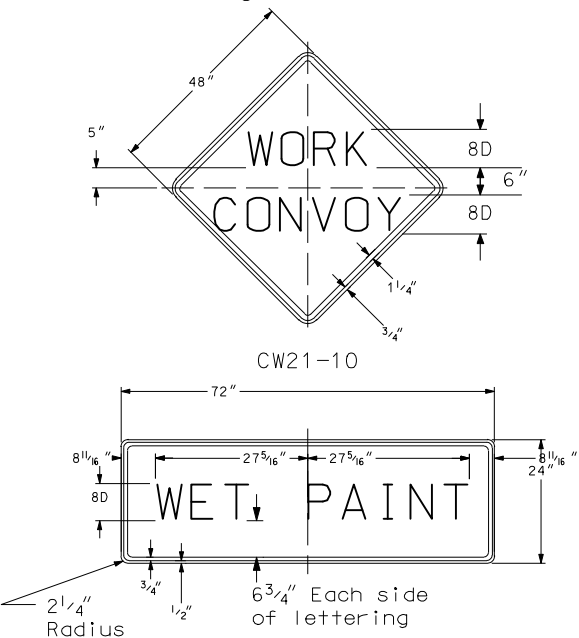
KEY	
	Truck mounted attenuator
	Flashing arrow panels:
	Right directional
	Left directional
	Double arrow directional
	Caution Mode

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
01-22-92	
REVISIONS	
DATE	CHANGE
02-24-93	General
03-15-95	General
06-21-95	Remove caution mode
10-01-99	General Revisions
07-25-00	General Revisions
12-01-04	PE Stamp added

This document was originally issued and sealed by MARK S GAYDOS, Registration Number PE-4518, on 12/01/04 and the original document is stored at the North Dakota Department of Transportation

- Notes
1. If the contractor chooses to place more vehicles in the convoy than are shown, these vehicles shall have the truck mounted attenuator and shall be at the contractors expense.
 2. All traffic control devices shall be in accordance with the "Manual on Uniform Traffic Control Devices" (MUTCD), latest edition.
 3. The use of yellow rotating beacons or strobe lights on vehicles is required unless otherwise stated elsewhere in the plans.
 4. Flashing arrow panels shall be Type B or Type C. The panel operation shall be controlled from inside the vehicle.
 5. Each vehicle shall have two-way radio communication capability.
 6. When work convoys must change lanes, the protection vehicle should change lanes first to shadow other convoy vehicles.
 7. Vehicle spacing between the protection vehicle and paint tender vehicle will vary depending on sight distance restrictions. Motorists approaching the work convoy in time to slow down and/or change lanes as they approach the trail vehicle.
 8. Sign Colors
Letters = Black
Border = Black
Background = Orange

Sign Details



CW21-10A